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description are particularly important, not only to institutions for pensions, loans, and insurances, but as serving the more elevated and general purpose of shewing to what degree of tranquillity, wealth, good morals and proper occupation conduce, especially at certain periods of life, to promote longevity; and, on the other hand, how far immoderate labour, dangerous pursuits, unhealthy localities, ill-conditioned habitations, with poverty and all its attendant anxieties, shorten the usual period which nature has assigned to the life of man.

Saxony, with a comparatively limited territory, possesses a great variety not only of soil and climate, but of economical and manufacturing industry in every department of the arts of civilized life. It has, therefore, a peculiar claim to be regarded as a region for the prosecution of *normal* observations relating to these subjects; the more so, as Providence, during several decennial periods, has protected it from war, dearth, pestilence, and other public calamities which occasion social confusion and alter the natural standard average of mortality. The fact that, in Saxony, the proportion of annual deaths varies from 1 in 19 to 1 in 65, sufficiently displays the important influence of the circumstances here stated (even with respect to the single question of duration of life), and justifies the degree of attention which the Society has bestowed upon them.

The Society experiences the greatest pleasure in observing that its efforts are generally appreciated; that several Foreign Scientific Societies have entered into correspondence with it; and that some of its publications have been translated into foreign languages; and, finally, in thankfully acknowledging the kind co-operation of the local magistracy of the country, and of private individuals, through which the Society's efficiency has been continually increased; it especially would express to the national government its most dutiful acknowledgments of the very important aid received from official authorities, without whose assistance it would have been quite impossible to attain even the approximation towards the prescribed end which has now been effected. But though the Society's operations are yet confessedly incomplete, yet, taking all circumstances into consideration, they are not unsatisfactory.

The present Report is accompanied by several propositions of subjects for the business of the ensuing year, the chief among which is the collection and arrangement of the results of the new census, and the re-publication of the Statistical Manual, with additional improvements.

Particulars connected with the Conveyance of Passengers on the Brussels and Antwerp Railway. By GEORGE LOCH. Read before the Statistical Society of Manchester, January, 1837, and printed in the Miscellaneous Collection of Reports and Papers of that Society, 1838.

CLASSIFICATION of Passengers who travelled on the Railway, between April 30th, and August 15th, 1836.

	Berlines.	Diligences.	Chars à banc.	Waggons.
Whole distance . . .	5,069	8,827	37,621	70,900
Short distances, chiefly to and from Mechlin }	1,116	4,938	44,409	196,166
Total . . .	6,185	13,765	82,030	267,066

Supposing the same proportion to be preserved between the 15th August, and the 30th of October, the number of the several classes of passengers, for the whole six months, would be as follows:—

	Berlines.	Diligences.	Chars à banc.	Waggons.
Whole distance . .	8,593	14,970	63,830	120,290
Short distances . .	1,887	8,370	75,350	332,810
Total . . .	10,480	23,340	139,180	453,100

Making in all 626,100 ;—whereas, the actual number who travelled on the Railway during the six months, was 626,125.

The fares for the whole length, or $28\frac{1}{2}$ miles, are:—

	Francs.
By the <i>Berlines</i> , which are similar to our first-class carriages . . .	3.50
By the <i>Diligences</i> , which are covered carriages, carrying fifteen pas- sengers	3.00
By the <i>Chars à banc</i> , which are carriages, having tops, and side covers of canvas	2.00
By the Waggons, which are similar to our second-class carriages, or blues	1.20

In round numbers, then, it appears that of the whole revenue of the Company,

	Francs, for $28\frac{1}{2}$ miles.
5 per cent. is derived from passengers paying at the rate of	3.50
9 " " " "	3.00
32 " " " "	2.00
54 " " " "	1.20
100	

It further appears, that nearly one-third of the whole revenue of the Railway is derived from travelling to and from Mechlin, and paying a fare of about 60 centimes, or nearly sixpence sterling. Assuming that the passengers, for short distances, pay on an average one-half of the respective fares for the whole length, the revenue derived from the different classes of passengers will be as follows:—

	Berlines. Fr.	Diligences. Fr.	Chars à banc. Fr.	Waggons. Fr.	Total. Fr.
Whole distance	30,075	44,910	127,660	144,348	346,993
Short distance	3,301	12,555	75,350	199,686	290,892
Total .	33,376	57,465	203,010	344,034	637,885

The result arrived at, on this assumption, varies only about one per cent. from the actual ascertained result, which is 630,915 francs, or about 24,266*l*. This statement is remarkable, as shewing the large proportion of the whole revenue of the Company, which is derived from passengers of the lower class, paying a very low fare.

PROVINCIAL STATISTICAL SOCIETIES IN THE UNITED KINGDOM.

THE Statistical Society of GLASGOW, which was the first Society of the kind in Scotland, was established on the 22d of February, 1836, in order "to collect, arrange, and publish, facts illustrative of the condition and prospects, with a view to the improvement, of mankind." The number of members was originally 41 ; at present there are 66. The ordinary meetings of the Society are held on the first Thursday of each